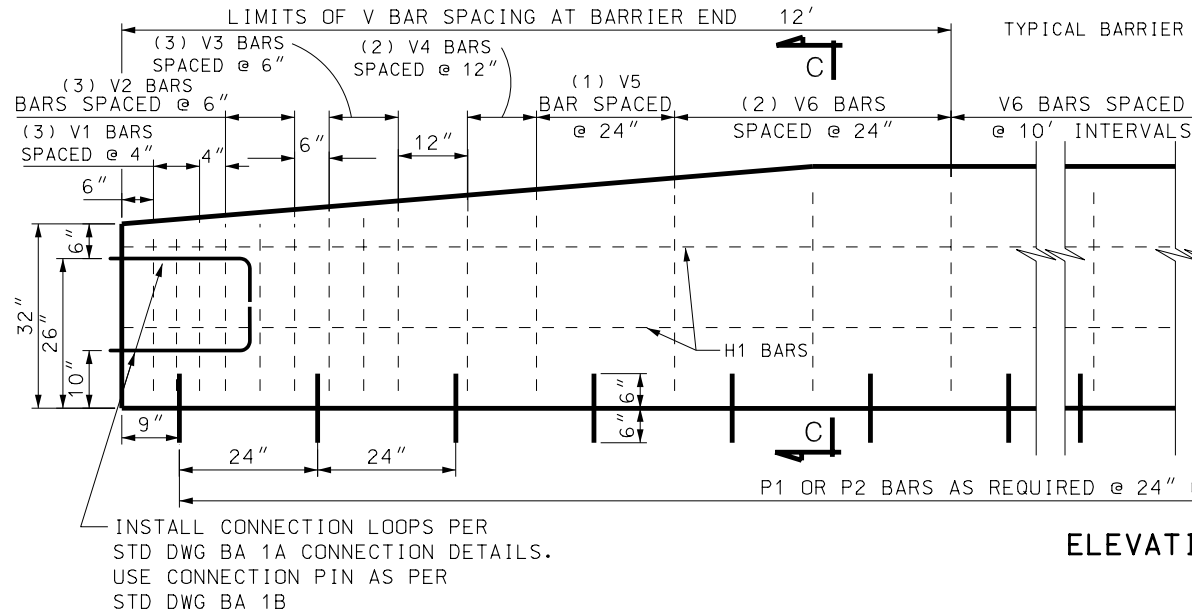
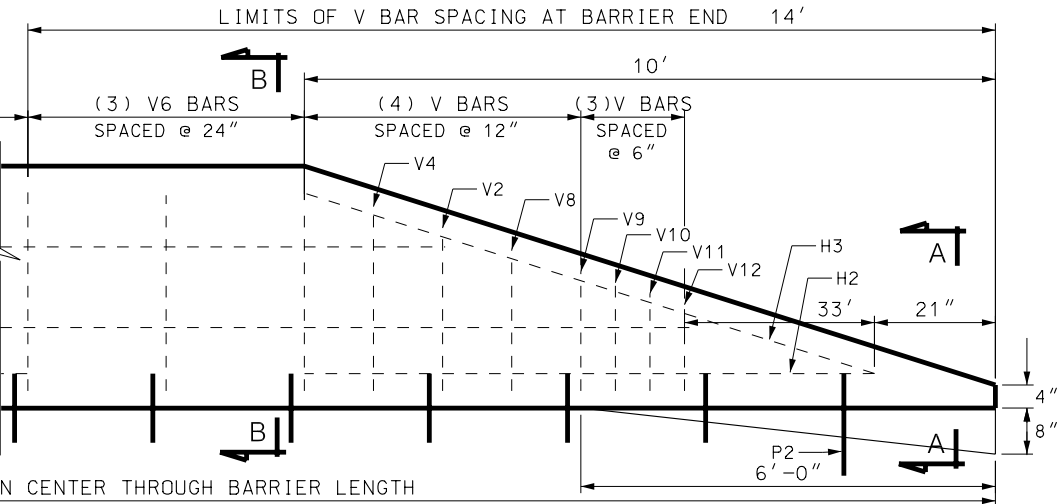


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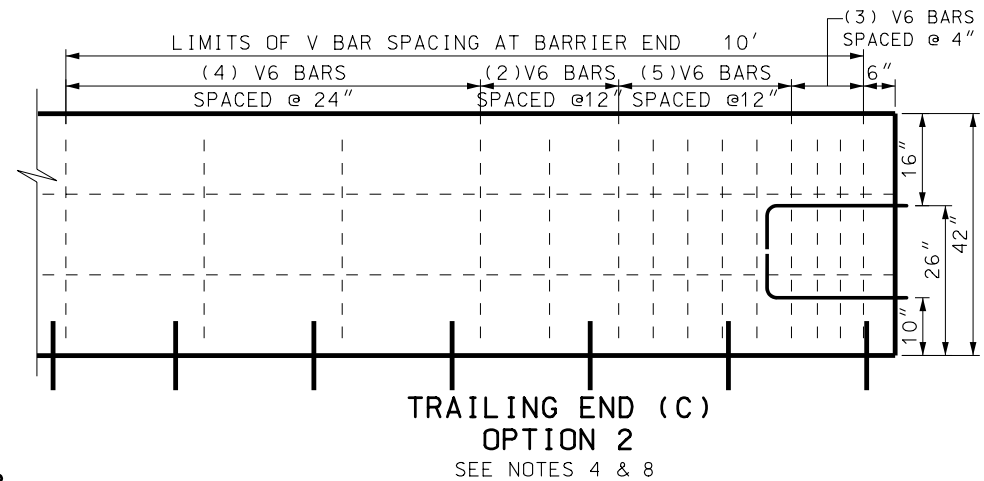
APPROACH END (A)
SEE NOTE 4



SLOPED TRAILING END (B)
OPTION 1
SEE NOTE 4



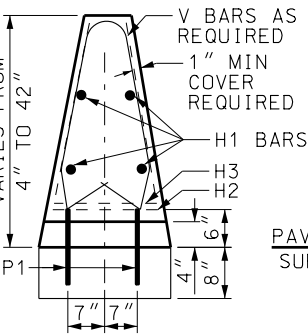
ELEVATION



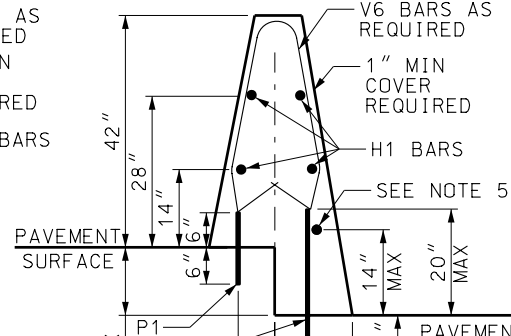
STEEL REINFORCEMENT TABLE

MARK	BAR SIZE	(NO.) OF BARS				SKETCH
H1	#5	4 OR 5 RUN THROUGH LENGTH OF BARRIER REQUIRED SPLICE LENGTH - 45"				
H2	#5	TRAILING END SECTION (B) BOTTOM SIDE				
H3	#5	TRAILING END SECTION (B) TOP SIDE				
END OPTION		(A)	(B)	(C)	D	
V1	#5	3			28"	
V2	#5	3	1		29"	
V3	#5	3			30"	
V4	#5	2	1		32"	
V5	#5	1			34"	
* V6	#5	2	3	14	36"	
V7	#5		1		25"	
V8	#5		1		22"	
V9	#5		1		20"	
V10	#5		1		18"	
V11	#5		1		16"	
P1	#8	BARRIER TO PAVEMENT				12" LONG PINS @ 24" CENTERS
P2	#8	BARRIER TO PAVEMENT STEPPED PAVEMENT				26" LONG PINS @ 24" CENTERS

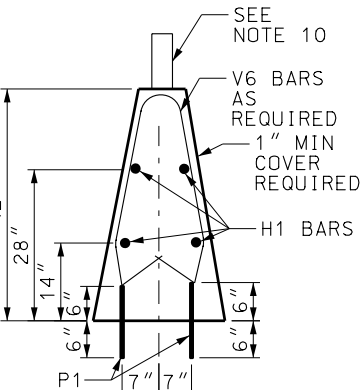
* V6 BARS SHOWN IN CHART ARE THE NUMBER OF BARS REQUIRED FOR EACH END OPTION.
SPACE V6 BARS AT 10' INTERVALS THROUGH TYPICAL BARRIER SECTION.



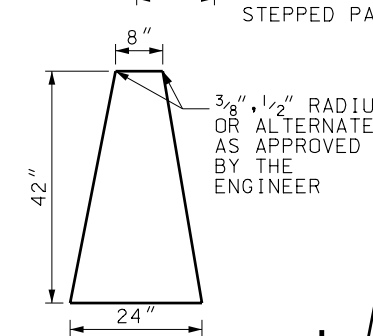
SECTION A-A



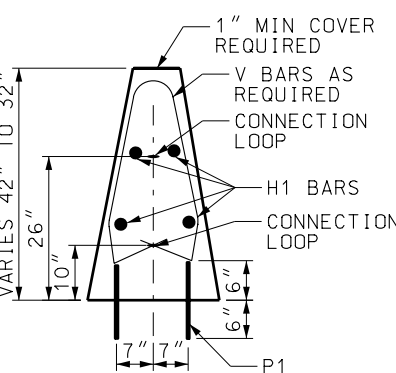
SECTION B-B
STEPPED PAVEMENT



SECTION B-B

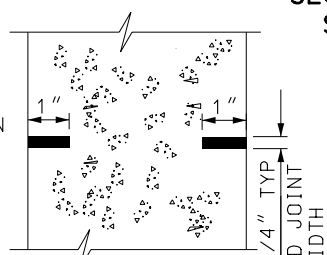


TYPICAL SECTION



SECTION C-C

SECTION THROUGH
SAWED JOINT
SEE NOTE 6



SECTION B-B
SEE NOTE 6

NOTES:

- THE ENGINEER APPROVES CONTRACTOR DEVISED METHOD OF POSITIONING THE LONGITUDINAL REINFORCING STEEL +/- 1/2" AS DIMENSIONED.
- DO NOT USE TO SUPPORT HIGHWAY LIGHTING POLES. ADDITIONAL SUPPORT DETAILS REQUIRED.
- DO NOT USE BARRIER FOR BRIDGE APPLICATIONS.
- CHOOSE APPROPRIATE END TREATMENT:
 - CONSTRUCT APPROACH END AS PER DETAIL APPROACH END (A) WHEN CRASH CUSHION INSTALLATION IS REQUIRED.
 - CONSTRUCT TRAILING END AS PER DETAIL APPROACH END (A) WHEN CRASH CUSHION INSTALLATION IS REQUIRED.
 - CONSTRUCT SLOPED TRAILING END (B) WHEN BARRIER END DOES NOT REQUIRE A CRASH CUSHION, IS OUTSIDE THE MINIMUM REQUIRED CLEAR ZONE, BUT IS WITHIN 1.2 TIMES THE MINIMUM REQUIRED CLEAR ZONE OF APPROACH TRAFFIC.
 - USE OF SLOPED END PERMITTED FOR APPROACH TRAFFIC WHEN DESIGN SPEED IS 40 MPH OR LESS.
 - FULL HEIGHT BARRIER, TRAILING END OPTION (C), IS ACCEPTABLE WHEN THE END IS GREATER THAN 1.2 TIMES MINIMUM REQUIRED CLEAR ZONE OF APPROACH TRAFFIC.
- ATTACH ADDITIONAL H1 BAR TO P2 BAR WHEN STEPPED PAVEMENT CONFIGURATION REQUIRED.
- SAW CONTRACTION JOINTS AT PAVEMENT TRANSVERSE JOINTS. WHEN INSTALLED WITH ASPHALT PAVEMENT SAW CONTRACTION JOINTS AT 15' INTERVALS.
- V6 BARS PER TRAILING END OPTION 2 AT BOTH SIDES OF CONSTRUCTION JOINT.
- USE COATED REINFORCEMENT STEEL EXCEPT AS NOTED.
- USE CLASS AA(AE) CONCRETE.
- SEE STD DWG GW 9 FOR DELINEATION HARDWARE AND STD DWG GW 10 FOR DELINEATION SPACING.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

CAST IN PLACE
CONSTANT SLOPE
BARRIER

STD DWG
BA 3A

REVISIONS
1 02/24/05 G.S. REPLACED BA 3.

REMARKS
NO. DATE APPR.

RECOMMENDED FOR APPROVAL
CHAIRMAN STANDARDS COMMITTEE
DATE
FEB. 24, 2005
DEPUTY DIRECTOR
DATE
FEB. 24, 2005

STANDARD DRAWING TITLE